1. Places where there are many pedestrians
2. Places where the street is “shared” by vehicles and pedestrians
3. Identify the appropriate urban context where code applies
Walkability

- 1a Comfort/Safety  1b Destination
- 2a Economics    2b Environment    2c Social Needs
- 3a Pattern    3b Place    3c Building    3d Street
Spatial Definition by Height-to-Width Ratio

- 3:1
- 2:1
- 1.5:1
- 1:1

*The best for thoroughfares*

- 1:3

*The best for squares*

- 1:6

*The perceivable maximum*
Figure 5.51. Speed versus Pavement Width and Pavement Width Plus Setbacks.

Street Width and Injury Accident Rate

485% Increase in Injury Accidents
Fatalities per Facility Type and VMT (2001 data)

- Interstate: 0.59
- Other arterials: 0.97
- Collector: 0.73
- Local: 1.34
Fire vs. Vehicle Injuries and Fatalities

- Fire Fatalities: 2,596.00
- Vehicle Fatalities: 3,032,672.00
- Fire Injuries: 43,560.00
- Vehicle Injuries: 16,400.00
<table>
<thead>
<tr>
<th>Facility Type</th>
<th>T1 Rural Preserve</th>
<th>T2 Rural Reserve</th>
<th>T3 Sub-Urban</th>
<th>T4 General Urban</th>
<th>T5 Urban Center</th>
<th>T6 Urban Core</th>
<th>D Special District</th>
</tr>
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<tbody>
<tr>
<td>Interstate Highway</td>
<td></td>
<td>T3 Sub-Urban</td>
<td></td>
<td></td>
<td></td>
<td>D Special District</td>
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</tr>
<tr>
<td>Parkway</td>
<td></td>
<td>T3 Sub-Urban</td>
<td></td>
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<tr>
<td>Boulevard</td>
<td></td>
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<tr>
<td>Avenue</td>
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</tr>
<tr>
<td>Main Street</td>
<td></td>
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</tr>
<tr>
<td>Street</td>
<td></td>
<td>T3 Sub-Urban</td>
<td></td>
<td></td>
<td></td>
<td>D Special District</td>
<td></td>
</tr>
<tr>
<td>Yield Street</td>
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</tr>
<tr>
<td>Road</td>
<td></td>
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<td>Lane</td>
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<tr>
<td>Alley</td>
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</tr>
</tbody>
</table>
The Neighborhood, Structure
the neighborhood unit
IN THE TRADITIONAL NEIGHBORHOOD PEDESTRIANS AND CARS SHARE A VARIETY OF ROUTES.

SUBURBAN SPRAWL IS CHARACTERIZED BY ITS CONVENIENCE FOR THE CAR AT THE EXPENSE OF THE PEDESTRIAN.
FIRST PRINCIPAL: Urban not rural
SECOND PRINCIPAL: Yield street type
THIRD PRINCIPAL: Only in certain urban context
FIRST PRINCIPAL: **Urban not rural**
SECOND PRINCIPAL: Yield street type
THIRD PRINCIPAL: Only in certain urban context

Urban: >5,000 population (FHWA, USDOT, etc)

Yield Street; Varies by region, generally ≤ 28 to 31 feet wide, parking both sides

Urban Context; Daily needs (shopping, recreation, work) within 10 minute walk of homes and intersection density > 250 per acre.
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24’ wide Street Analysis
Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities
<table>
<thead>
<tr>
<th>Context Zone</th>
<th>Imperial Dimensiones</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>C3</td>
</tr>
<tr>
<td>1 Max. Block length with pullouts at midblock (ft) [meters]</td>
<td>650</td>
</tr>
<tr>
<td>2 Maximum Block Length, no pullouts (ft) [meters]</td>
<td>550</td>
</tr>
<tr>
<td>3 Block Perimeter (ft) [meters]</td>
<td>1800</td>
</tr>
<tr>
<td>4 Standpipes required in Commercial Buildings</td>
<td>no</td>
</tr>
<tr>
<td>5 Apparatus Turning Model Required</td>
<td>yes</td>
</tr>
<tr>
<td>6 Minimum Intersection Density per Square Mile [hectare]</td>
<td>300</td>
</tr>
<tr>
<td>7 Maximum Apparatus to Building Distance (ft) [meters]</td>
<td>50</td>
</tr>
</tbody>
</table>
URBAN CONTEXT for ICF AND UFC ADDITIONS

Need agreement within departments and many Cities throughout the nation with simple, easy to Understand criteria.